

# *2020 South Dakota Wing Conference*



*History in the making*







# SD WING HISTORY

## 1940 - 1959



CIVIL AIR PATROL

Lt. Glen Randolph  
Pierre unit



Prior to WWI the German army was on fire and seemed unstoppable. The American aviation community was convinced that the civilian aircraft fleet of over 25,000 aircraft could be of a benefit to the nation and our army.

A writer for the New York Tribune, WWI pilot, Founder of the Aircraft Owners and Pilots Association (AOPA) and director of Aeronautics for New Jersey, Gill Rob Wilson believed that something needed to be done to help the East coast search for submarines. After numerous meetings he was able to convince the governor of New Jersey to form the “New Jersey Civil Air Defense Service.” Feeling that more needed to be done, he enlisted the aid of two of his fellow newspaper publishers, Gannett and Beck to help him “win over” Hap Arnold, the chief of the Army Air Force and the head of the Office of Civil Defense, Fiorello LaGuardia, with the idea that this civilian air force would be of a great benefit to the country. Under the Civil Defense Office the Civil Air Patrol was formed on December 1, 1941.

Gill Rob  
Wilson

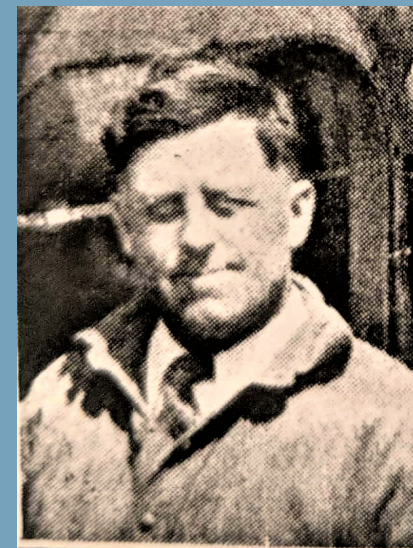




The new organization now needed national leaders to organize each state with their own commanders. Under the first National commander, Major General John F. Curry, recruiting began on December 8, 1941 with the public announcement of the newly formed “Civil Air Patrol”. Within months 48 states had a new group and wing commander.

South Dakota had 8 groups maned in locations all across the state.

- Spearfish – Clyde Ice
- Rapid City – Floyd Barlow
- Pierre ———Franklin Hyde
- Huron ——— Ken Neville
- Aberdeen —Dwight Campbell
- Watertown - Ralph Hubbard
- Brookings – Cecil Shuoe
- Sioux Falls –Knapp Brown



CLYDE W. ICE  
*Chief Pilot*



FLOYD BARLOW  
*Instructor in Flying*

Scanned With CamScanner

The first SD Wing Commander  
was Thomas B. Roberts Jr.  
a newspaper man from Pierre  
just like Wilson.

Rapid City Journal headline  
January 7, 1942.

“SD State Civil Air Patrol Organized”.



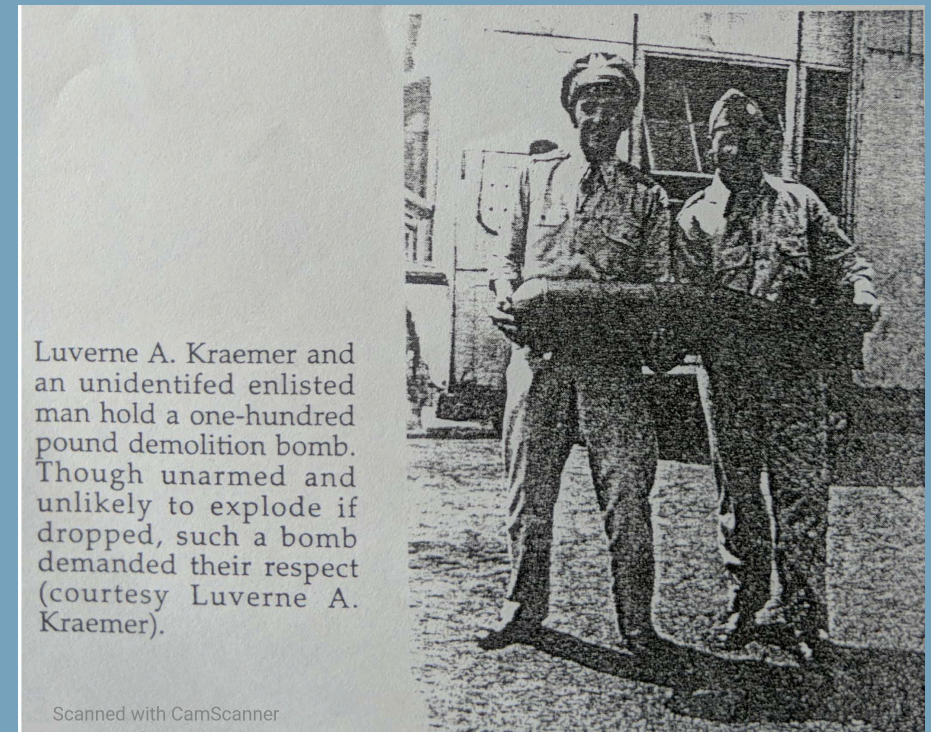
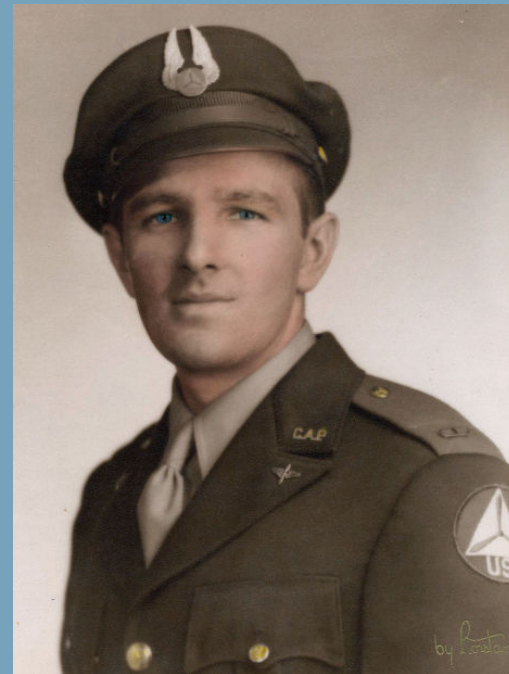
Thomas B. Roberts  
SD Wing Commander  
12/1/1941 – 10/15/1945



On March 5, 1942 the Costal Patrol was formed to offer help to the Navy. CAP Costal Patrol was credited with helping 91 ships in distress, 865 shipwreck survivors, flying over 6,000 convoy missions, finding 17 floating mines, and spotting 173 submarines, even being credited with the sinking of a few. 65 CAP pilots were killed on duty.

Most members of the Costal Patrol were from the East Coast but South Dakota did have a few pilots that traveled east to participate in the operations. One of those being Luverne A Kraemer from Deadwood. In March of 1942 he traveled to Wichita, Kansas to build B29's. Three months later he had a pilot's license and in April 1943 he volunteered for Costal Patrol in Atlantic City.

Vern Kramer



Luverne A. Kraemer and an unidentified enlisted man hold a one-hundred pound demolition bomb. Though unarmed and unlikely to explode if dropped, such a bomb demanded their respect (courtesy Luverne A. Kraemer).

Scanned with CamScanner



Civil Air Patrol participated in the war efforts in numerous ways, one being here in the Black Hills of South Dakota. Members of the wing organized coyote hunts from the air and on the ground using the money from the sale of pelts to help finance the Coastal Patrol.



In addition to the coyote hunts, members of the SD Wing joined the Courier Service under the 2<sup>nd</sup> Air Force to help the Army Air Force transport needed items and supplies between bases. On November 2, 1942 CAP pilots began flying routes out of Rapid City Army Air Force Base, now known as Ellsworth Air Force Base.

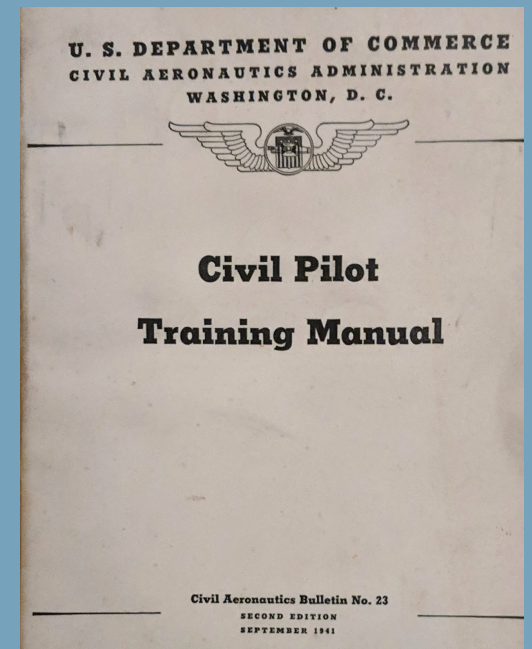


Courier planes at  
Ft. Meade

For an estimated 14 months 9 pilots, most of whom were not eligible to join the military, leased their private aircraft to the Army and flew these routes.

These pilots were required to have a minimum of 150 hours of flying experience because these routes were a treacherous undertaking.

1942 book belonging to  
Col Charles Doughty  
SD Wing Commander  
1965 - 1968





None of the pilots were instrument-rated and they flew daily regardless of weather. On days when the Army would ground their B-17's the CAP Courier Pilots were flying 7 routes per day with a completion rate of almost 100%. This was a miracle since most of the aircraft had no—or very limited—instruments and none had radio transmitters.

Lt. Ross Wieha  
1943





## COURIER TOPS ALL RECORDS WITH 96.80% COMPLETED FLIGHTS FOR JULY AND AUGUST!

### CAP-Second Air Force Courier Service Marks First Anniversary

It was just one year ago—on August 27, 1942—that the first Civil Air Patrol airplanes took off from Felts Field, Spokane, carrying freight to Pendleton, Oregon, and Yakima and Ephrata, Wash.

Nobody lighted any birthday cakes on August 27 this year in honor of "Courier's" first anniversary, but the mighty gains in scope of operations and in efficiency of the service speak for themselves and form a fitting celebration of the event. The Second Air Force and Civil Air Patrol both have increasingly recognized the vital importance of courier work, and cooperation has resulted in extension and still more extension of the service.

Where do we go from here? Maybe if we all work hard enough and smoothly enough, we can work ourselves out of a job—and work Hitler and Tojo out of theirs at the same time!

### New Run Approved for Oklahoma-Texas

Flight No. 26 was authorized and began on August 8, flying one round trip daily between Oklahoma City Air Depot and Dalhart, Texas. An 80-h.p. Culver Cadet has been put on the run. At press time, the schedule was still on an experimental basis, but regular departure and arrival hours were expected to be set up shortly. The flight is under jurisdiction of the Salina, Kan., courier station.

### NOTE TO OPERATIONS OFFICERS

Be sure to send in daily reports for last couple of days of the month by AIR MAIL! Don't let these lag, as this prevents completion of monthly records.



### Maintenance Problem

The Courier Commander's office at Colorado Springs has been advised that the problem of keeping CAP Courier planes in the air is being rapidly solved.

Wing Commanders Johnston, Roberts, and Wilcox, of South Dakota, Iowa and Kansas, respectively, report that complete maintenance facilities are in operation, and, to date, have not cancelled a flight due to lack of airworthy equipment.

One Courier pilot now flying a regular run, was previously a CPT and WTS operator. He has complete shop equipment and three A & E mechanics that can be located anywhere such facilities are needed.

The problem of maintaining aircraft has been, and is, being met in the same fashion as the many previous problems CAP Courier Service has encountered in the past. The untiring efforts of all Courier Personnel, spurred on by the ever-increasing record of efficiency and service to the war effort, will not permit any problems to hinder future progress.

### FINE WORK PRAISED

I wish it were possible for me to see and commend personally every member of the Courier personnel who has contributed to the excellent record.

(Continued on Page 3)

### Weights Also Increase Greatly During Summer

by Capt. E. R. Schiller  
Operations Officer

Rising to an all-time high for efficiency, Civil Air Patrol-Second Air Force Courier "rang the bell" during the months of July and August, with an average of 96.80% completed flights for the summer period. Records for August 31 had not yet been received from Iowa and Arizona when these figures were compiled, and may raise the average to 97% when they become available.

Three states chalked up 100% in either July or August. South Dakota and Washington made the century mark in July, and Texas led the wings in August with nary a flight missed.

Utah averaged 99.45% completions during July, while Oregon, made 99.17% during the same month. In August, Iowa had 99.66% completions, and Oregon, 99.18%.

Maj. P. H. Hinkley, courier commander, had high praise for all personnel who contributed to this outstanding summer record.

While efficiency records were being hung up, total weights flown increased phenomenally. (See story on page three).

The records by states for July:

State	No. of Flights	Percent
Washington	3	100.
Oregon	2	99.17
Utah	6	99.45
Montana	3	94.82
South Dakota	7	100.

(Continued on Page 2.)



CAPT. E. R. SCHILLER

## OFFICIALS COMMEND CIVIL AIR BOMBER HUNT ASSISTANCE!

### Courier Tops All Records With 96.80% for July and August

(Continued from Page 1.)

Nebraska	6	96.48
Kansas	8	96.14
Iowa	5	98.69
Colorado	7	93.06
Texas	1	91.88
Arizona	6	95.40

The record by states for August:

State	No. of Flights	Per Cent
Washington	3	98.90
Oregon	2	99.18
Utah	7	98.85
Montana	3	96.77
South Dakota	7	98.39
Nebraska	6	92.17
Kansas	9	95.11
Iowa	5	99.66
Colorado	6	91.13
Texas	1	100.
Arizona	6	92.79

### How Not to Load Luscombe for Courier

by Capt. Wm. D. Madsen,  
Operations Officer, Denver Station

Lt. "Happy-Larry-Jerry" Derryberry is the best pilot on Flight 20, which runs from Denver to Scottsbluff, Nebraska, and return. In fact, he is the only pilot on Flight 20. One morning after breakfast, Lieutenant trots his little Luscombe over to Lowry Field, where the sub-depot boys are on hand to receive him with open arms. It seems as how three Army transports have come into Lowry during the night and have left a large quantity of cargo for the air base at Scottsbluff, most of which is B-priority for airplanes out of commission. This causes no little consternation in the air freight office as to how to get it to its destination. Someone then remembers the morning CAP plane, and



LT. DERRYBERRY

### Service Extended to Spokane Air Depot On August 19

Two flights daily are now serving the Spokane Army Air Depot, having been inaugurated on August 19. Auxiliary service from another flight is also available for overflow cargo.

Flight No. 1, which also covers Fort George Wright and Geiger Field, Spokane, arrives at the Air Depot at 0900 on the outbound run to Walla Walla, Wash., and Pendleton, Ore., air bases, and makes the return stop at the depot at 1525. A Stinson 10-A is being used.

### Taylorcraft on Run

Flight No. 1-B arrives at the air depot at 0905 outbound, and returns at 1435. A Taylorcraft 65 has been placed on this run.

the air freight staff considers the problem solved.

So when Lt. Derryberry taxis up, a big stock of cargo is already sitting on the ramp to be loaded in the plane. He barely has time to scuttle out one side before they start loading the cargo in the other. He looks at all these boys with boxes in their arms and says, with high sarcasm, "Sure, boys, load 'er up. Stuff it all in!"—never dreaming that that is just what they intend to do. The lieutenant then dutifully trots off to the Operations Office for his clearance.

### Cargo Disappears

Upon his return, he is no little nonplussed to see no cargo in sight and all the sub-depot boys gone, but when he opens the door to the ship the mystery is solved. The cargo is piled high; it is piled low; it is piled sideways; it is piled around the rudder pedals; it is piled against the instrument panel; it is piled in the luggage compartment.—In fact, there is so much cargo in the little ship that there is no space, not even six inches, for the pilot to sit.

In talking about it afterwards, Lt. Derryberry brings out a point which is well to bear in mind, "In the interest of safety it is imperative that all pilots check the security and disposition of all cargo loaded into their planes."

July 1943  
SD Courier pilots  
Had a 100%  
Success rate.  
August 98.39%.



Flying time was 3 hours for these planes with the exception of the commander of the SD Courier group, Captain John Moodie. Moodie took out his passenger seat and installed an extra fuel tank giving him extended flying time.

Mjr. John Moodie with his air plane a Aeronca chief in 1943 ready with cargo. Moodie logged over 1000 hours in one year.

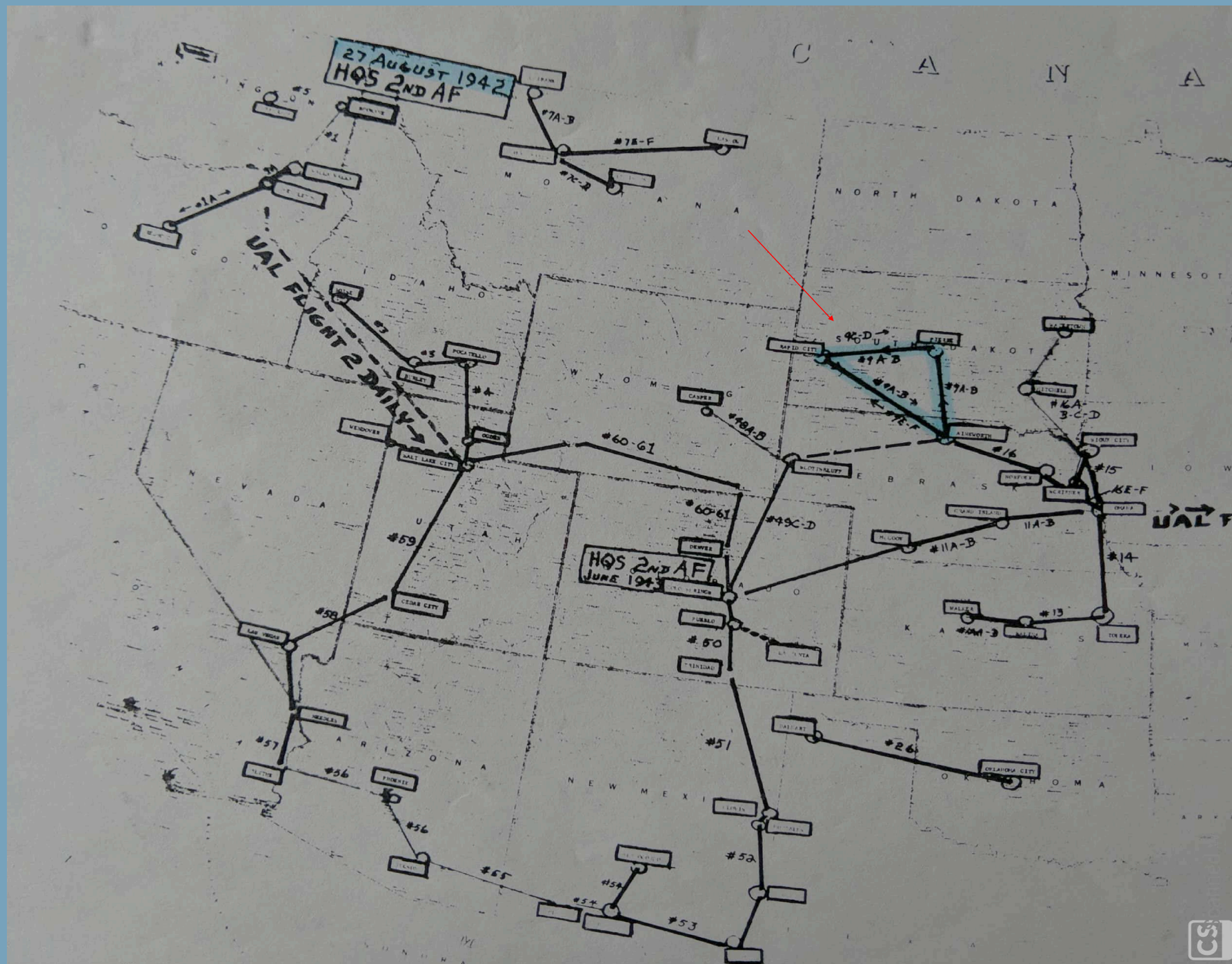




These aircraft were small, 65-75 HP engines, but were defiantly work horses for the Army carrying cargo such as parachutes, rifles, mail and one secret mission carried cases of toilet paper.

The biggest danger for these pilots was boredom, in flying so many hours over the same route they became so familiar with the terrain that some would read books, buzz farms dropping notes and even performing acrobatics for kids along the routes.





Courier route map  
Aug. 1942





The first documentation of a SD CAP pilot flying for the Courier Service was in the log book of Ross Wiehe. His first flight as a courier was February 27, 1941. It was written in a letter from the wife of one courier pilot, Lawrence "Bud" Younger, that he made \$300 a month plus expenses flying for the courier route.

Courier pilots  
With Army  
representative





October 1, 1942 Civil Air Patrol started recruiting young people for the cadet program. This initial program was intended for the training of pilots for military service. Potential cadets had to have a senior member sponsor to join. These sponsors had to work with and train their cadets for wartime service. In December of 1943 the Army assigned a Taylor craft L-2 to the SD Wing as a cadet recruiting and training tool.

CAP FORM 91-4  
WF-9-7-48-50M

This Card is Government  
Property



This Card will be  
shown on demand

*Walter W. Wilson*

Signature of Cadet

Name Walter W. Wilson

Date of Birth 12 July 1929

Color Eyes Blue Height 5' 8"

Color Hair Lgt. Br. Weight 153#

C. A. P. C. Serial No. 16

Address 510 S. Fifth Ave.  
Sioux Falls, S. D.



# Civil Air Patrol Cadet

The Cadet Member named on the back of this card is voluntarily enlisted with the CIVIL AIR PATROL, an Auxiliary of the U. S. Army Air Forces, and is authorized to wear the uniform prescribed for C. A. P. Cadets by the War Department.

Signature of Unit Commander *J. R. Barnett*

C. A. P. Rank 1st Lt Date 19 July 1945

Name of C. A. P. Unit Sioux Falls Squadron

City Sioux Falls State S. D.



Early 1950's cadets.  
Note the uniform with  
Tie tuck, old style CAP patch,  
And same wing patch we  
have now.



At war's end the "mission" of CAP was done but on July 1, 1946 Congress passed Public Law #476 making Civil Air Patrol a permanent non-profit organization to promote aviation and provide air service under emergency conditions. After the Army Air Force became the US Air Force on September 26, 1947 Public Law #557 made Civil Air Patrol the Auxiliary of the United States Air Force on May 26, 1948.

OBJECTIVES PLANNED UNDER PUBLIC LAW 476 (1 July 1946)

1. Inform the general public about aviation (aerospace) and its impacts
2. Provide seniors and cadets ground and preflight aviation (aerospace) education and training
3. Provide air service under emergency conditions
4. Establish a radio network covering all parts of the United States for both training and emergency use
5. Encourage the establishing of flying clubs for its membership
6. Provide selected cadets a two-week encampment at air bases
7. Provide selected cadets flight scholarships
8. Encourage model airplane (and rocket) building and flying
9. Assist veterans to find employment
10. Contribute to special projects such as airport development, and the survey of dangerous flying areas in mountainous regions.

ADDITIONALLY: Undertake official and unofficial tasks as requested by the Army Air Forces (U.S. Air Force)



Post-war was a time to focus on cadet growth with the core missions. In 1948 CAP began the International Cadet Exchange program. In this program cadets traveled to another country to learn and train with local units. South Dakota has hosted numerous cadets from other countries over the years.

SD Wing Commander Prather with IACE Cadets from Sweden.







**IACE Cadets from Poland visit with  
Chief Black Elk and tour the  
Homestake Mine.  
1951**





The most notable visit was while a group of cadets from England were visiting South Dakota. On August 6, 1952 comedian Bob Hope was scheduled for a direct flight from Sioux City for an appearance in Sioux Falls, upon hearing about the Civil Air Patrol program and the visiting cadets from England he and his entourage made an unscheduled stop in Pierre. He spent several hours with the cadets and SD Wing Commander Frank Prather while in Pierre, even making an appearance at the state capital. After his impressive visit, Governor Sigurd Anderson declared August 6, 1952 Bob Hope Day in SD.



Bob Hope entertaining IACE cadets from England at state capitol in Pierre

Bob Hope stop in Pierre 1952

L-R

SD Wing Commander Frank Prather

Bob Hope

Betsy Duncon

Gov. Sigurd Anderson

LTC Joe Floyd





By June 9, 1951 eight Regional Directors were established in the United States and South Dakota was assigned to the North Central Region.

Official charter certificates for wings were designed in 1953 and signed by National Commander, Walter Agee and by April 30, 1956 only 685 out of the 2,300 units had been officially chartered.



The 1950's brought tragedy to South Dakota Wing when many members of the wing staff including Wing Commander Colonel Barnett and Liaison Officer Al Singleton were killed in the crash of an AC-45 while on their way to Washington DC. Two years after the death of Colonel Barnett the position of SD Wing Commander was filled by Colonel Joseph Floyd, the founder of KELO TV.

1953 SD Wing  
Commander  
Joseph Floyd doing an  
interview on KELO TV







Governor Anderson giving  
1<sup>st</sup> radio address from wing  
headquarters in Pierre.

Under the command of Floyd the state flourished and established its first wing wide radio system. This system ran its inaugural test with the broadcast to all squadrons on November 4, 1953 by Governor Sigurd Anderson.

All through the 1950's South Dakota CAP flew numerous missions to aid the state and counties with a variety of assignments from carrying blood & tissue and Polio vaccines across the state to aiding the wildlife offices with forest fire watches.

By July of 1951 the wing had two L-4's and two L-5's assigned to them for their missions.

Winner squadron receiving Polio vaccine at Pierre Airfield to transport back to Winner hospital. May 1955



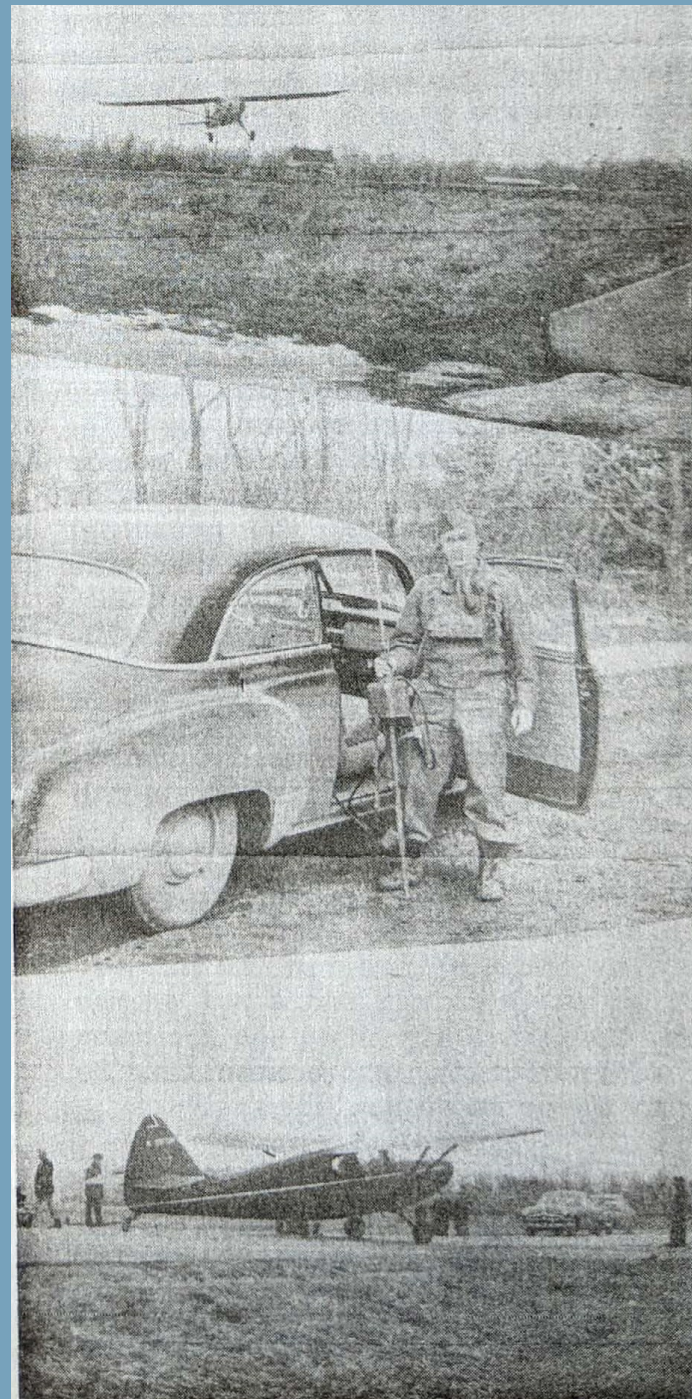


In February of 1953 a meeting was held with the commanding General of the 28<sup>th</sup> Strategic Reconnaissance Wing, Brigadier General Richard Ellsworth, at Rapid City Air Force Base to formally activate the Rapid City Squadron and assign two light aircraft to the squadron for air rescue work and cadet training.



Training during the 1950's in South Dakota made for a challenging task with the change of seasons every other day and our famous never-ending wind. One legendary mission was held on February 17, 1952.

Named  
“Operation Highway”.

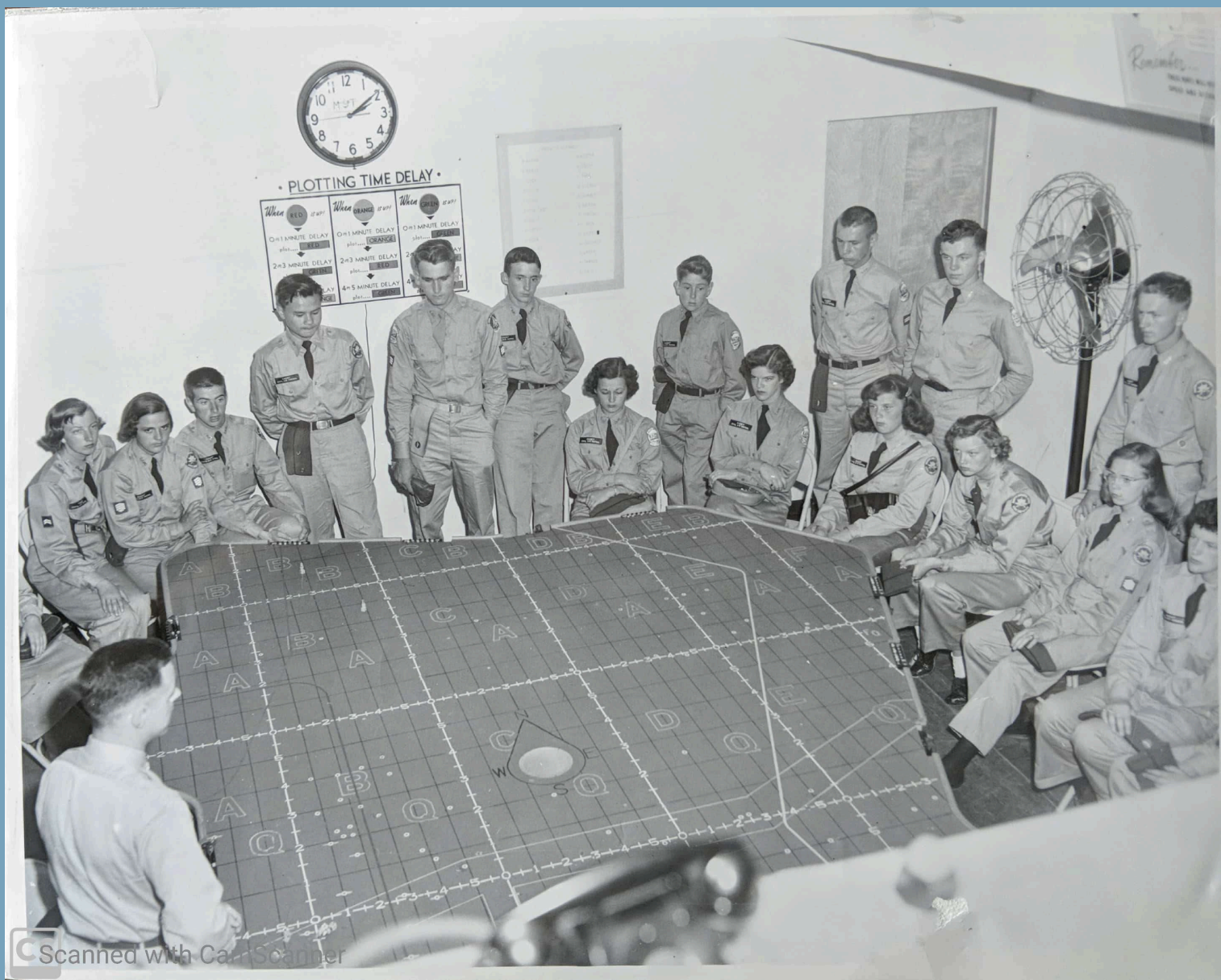




26 seniors and 13 cadets from Sioux Falls squadron #42 participated in short landings on the black top roads just east of Davis, SD. The mission was formulated by die-hard members of the Artic Survival Team lead by Lt. Marv Skie, Deputy Wing Commander, whom the Lincoln County airfield is named for. After dealing with snow covered roads and 30 MPH cross winds this mission was dubbed a success in emergency situations. South Dakota Wing pilots also participated in a winter mission called "Operation Heavy Lift" where planes would drop loads of coal to snowbound farmers in South Dakota and Minnesota.

As the 1950's grew to a close the South Dakota Wing was growing leaps and bounds. The wing had 33 active squadrons or flights during the height of the 1950's with units in every area of the state and held a record setting encampment in 1951 with 251 cadets and 35 seniors in attendance. The official membership in the SD Wing in 1950 with 2 groups was at 178 cadets and 1,000 seniors and the largest air SAREX's to date was held on November 23, 1953 with 53 aircraft participating.





Circa 1950 cadets  
at encampment  
during training.

November 1952  
NCR  
Commanders Call at  
Offutt AFB.  
SD Wing Commander  
Col Floyd  
Is second from right.







SD Drill Team from Aberdeen at National competition in New York City.  
May 2, 1959

Lennox squadron cadets.  
1951







Civil Air Patrol

OFFICE OF CIVILIAN DEFENSE  
WASHINGTON, D. C.

HEADQUARTERS WING 77  
PIERRE, SOUTH DAKOTA

November 12, 1942

Wallace L. Koppmann  
2nd Lieutenant, CAP  
1025 St. Cloud Street  
Rapid City, South Dakota

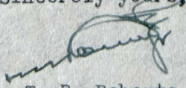
Dear Sir:

It is with a lot of satisfaction that I am able to send to you with this letter your appointment as 2nd Lieutenant in the Civil Air Patrol in South Dakota.

I hope that you will not regard this appointment lightly because, in an emergency where we may be called into the service, I am satisfied our ratings will carry over into the Army. There is no definite assurance of this, but I believe with these appointments with Army ratings that Washington is trying to tell us that they are doing everything they can to see that we get credit for everything we have done in the past few months.

I am With congratulations and best regards,

Sincerely yours,

  
T. B. Roberts, Jr.,  
Major, Civil Air Patrol  
Commanding Wing 77



OFFICE OF CIVILIAN DEFENSE

Washington, D. C.

Spearfish, South Dakota  
January 12, 1942

To All National Defense Authority:

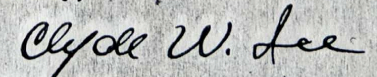
Greetings:

This letter will introduce Squadron Executive Officer L. A. Kraemer of South Dakota who has been appointed Squadron Executive Officer for the Civil Air Patrol for the district embraced by the geographical boundaries of the counties under his command in South Dakota.

Squadron Executive Officer Kraemer is certified to you as worthy of your complete confidence and your cooperation with him will be deeply appreciated.

To accompany this letter he will be prepared to furnish you with complete personal identity as the person herein named.

Cordially,



Clyde W. Ice  
Group Commander of the  
Civil Air Patrol for South Dakota

CWI:ne

Earliest  
SD Wing  
letters in the  
wing history  
files.



FIRST ANNUAL  
**C A P**  
**AIR SHOW**

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SIoux FALLS ARMY AIR FIELD - SIoux FALLS, S. DAK.

**JUNE 21 - 22 - 23**

Sponsored by South Dakota Wing of Civil Air Patrol

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1952 National Board  
meeting.  
SD table on right side 2<sup>nd</sup>  
table back.



Pierre cadets getting a  
tower tour.  
Circa 1946







Pierre Squadron 1952





Early 1950's  
SAREX in  
Yankton, SD



U. S. CIVIL AERONAUTICS AUTHORITY  
WASHINGTON, D. C.



# PRIMARY GROUND STUDY MANUAL

CIVIL AERONAUTICS BULLETIN No. 21

SEPTEMBER 1, 1939

This manual covers the following subjects:

HISTORY OF AVIATION  
THEORY OF FLIGHT AND AIRCRAFT  
PARACHUTES  
AIRCRAFT POWER PLANTS  
AIRCRAFT INSTRUMENTS  
AIRPORT TRAFFIC CONTROL PROCEDURES  
AND PHRASEOLOGIES

For Navigation and Meteorology, which are not treated in this manual, the student should refer to Special Publication No. 197, of the U. S. Coast and Geodetic Survey.

1939

U. S. DEPARTMENT OF COMMERCE  
COAST AND GEODETIC SURVEY

## PRACTICAL AIR NAVIGATION and THE USE OF THE AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

By THOBURN C. LYON

SPECIAL PUBLICATION NO. 197  
THIRD (1939) EDITION

1939



*Geo. O. Houghton*

**U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON, D. C.**



# **Pilots' Airplane Manual**

**By N. O. Anderson**

**Civil Aeronautics Bulletin No. 27  
SEPTEMBER 1940**

1940



U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON, D. C.



# **Civil Pilot Training Manual**

Civil Aeronautics Bulletin No. 23  
SECOND EDITION  
SEPTEMBER 1941

1941

U. S. DEPARTMENT OF COMMERCE  
CIVIL AERONAUTICS ADMINISTRATION  
WASHINGTON, D. C.



# **Flight Instructor's Manual**

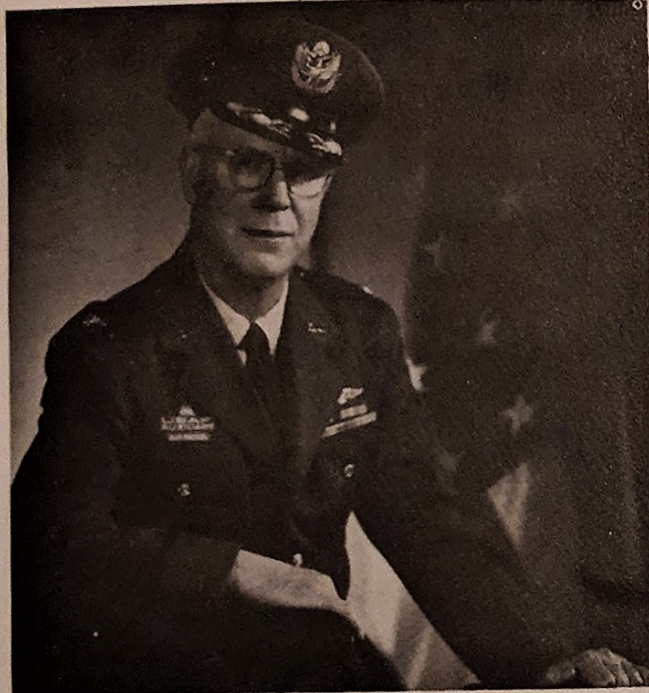
Civil Aeronautics Bulletin No. 5  
THIRD EDITION      SEPTEMBER 1941

1941



# 1957 REGION CONFERENCE

## SOUTH DAKOTA WING



**COLONEL RUPERT P. BRZICA, Commander**  
South Dakota Wing, Civil Air Patrol

Colonel Brzica has guided the activities of his Wing since December 1955. As a World War II USAF veteran he served with the 5th Air Force in the Pacific Theatre.

**SOUTH DAKOTA WING**  
Sioux Falls, South Dakota



## SOUTH DAKOTA SQUADRONS

Brookings Squadron  
Major Bertram Buckbee, Commander  
Brookings, South Dakota

Buffalo Squadron  
Captain Donald E. Murray, Commander  
Buffalo, South Dakota

Gregory-Burke Squadron  
Major Leendert M. Vander Kuur,  
Commander  
Burke, South Dakota

Hot Springs Squadron  
Captain Robert W. Holwell, Commander  
Hot Springs, South Dakota

Huron Squadron  
Captain Gerald A. Moore, Commander  
Huron, South Dakota

Madison Squadron  
Captain Francis J. May, Commander  
Madison, South Dakota

Milbank Squadron  
1st Lt. Enlow E. Treis, Commander  
Milbank, South Dakota

Milbank Squadron  
Major Louis L. Johnson, Commander  
Milbank, South Dakota

Mitchell Squadron  
Major Harold L. Underhill, Commander  
Mitchell, South Dakota

Mitchell Squadron  
Lt. John P. Courier, Commander  
Mitchell, South Dakota

Pierre Squadron  
1st Lt. Donald W. Gallimore, Commander  
Pierre, South Dakota

Rapid City Squadron  
Captain Julian Staven, Commander  
Rapid City, South Dakota

Rapid City Squadron  
Captain L. A. Carper, Commander  
Rapid City, South Dakota

Sioux Falls Squadron  
Major Floyd C. Grotewold, Commander  
Larchwood, South Dakota

Sioux Falls Squadron  
Captain Kenneth M. Busness,  
Commander  
Sioux Falls, South Dakota

Vermillion Squadron  
1st Lt. Burdette H. Benson, Commander  
Vermillion, South Dakota

Winner Squadron  
Captain Gerald D. Morganfield,  
Commander  
Winner, South Dakota

Winner Squadron  
1st Lt. Cloyd C. Cannon, Jr., Commander  
Winner, South Dakota

Yankton Squadron  
Major Gerald O'Connell, Commander  
Yankton, South Dakota

Yankton Squadron  
Captain Norman E. Lane, Commander  
Yankton, South Dakota











**MAJOR GENERAL WALTER R. AGEE, USAF**

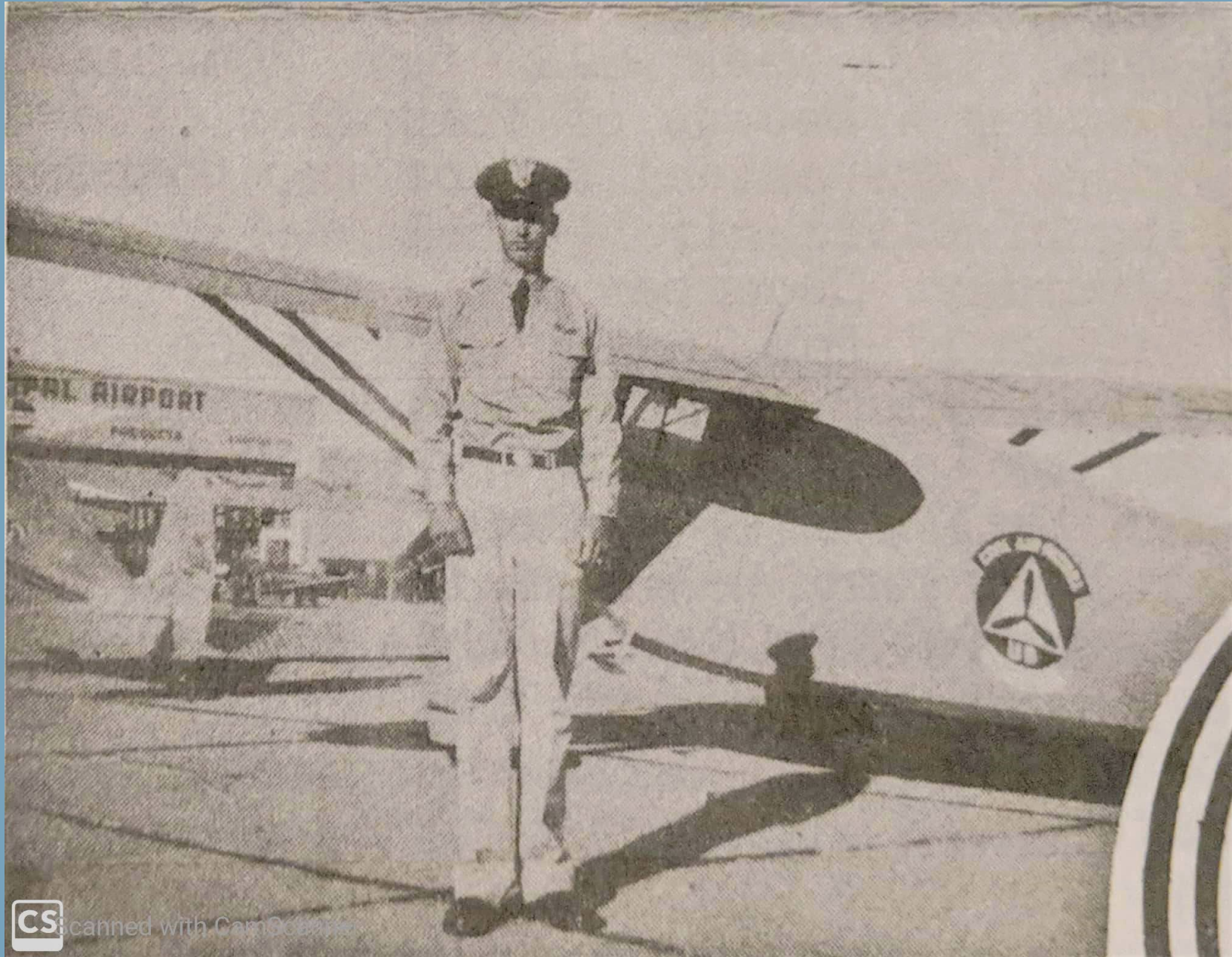
National Commander, Civil Air Patrol  
Headquarters, Bolling AFB, Washington, D.C.

A native of Silver City, New Mexico, General Agee has served his country in many difficult capacities since graduation from New Mexico Military Institute in 1925. As a rated command pilot and an aircraft observer, General Agee has been awarded the Legion of Merit and the Bronze Star Medal. He became Vice Commander of Civil Air Patrol, Hdq. CAP-USAF Bolling AFB Washington 25, D.C. on September 12, 1955 and shortly thereafter the National Commander.

Space does not permit listing the many duty assignments for the General. As our National Commander we salute him.

1957



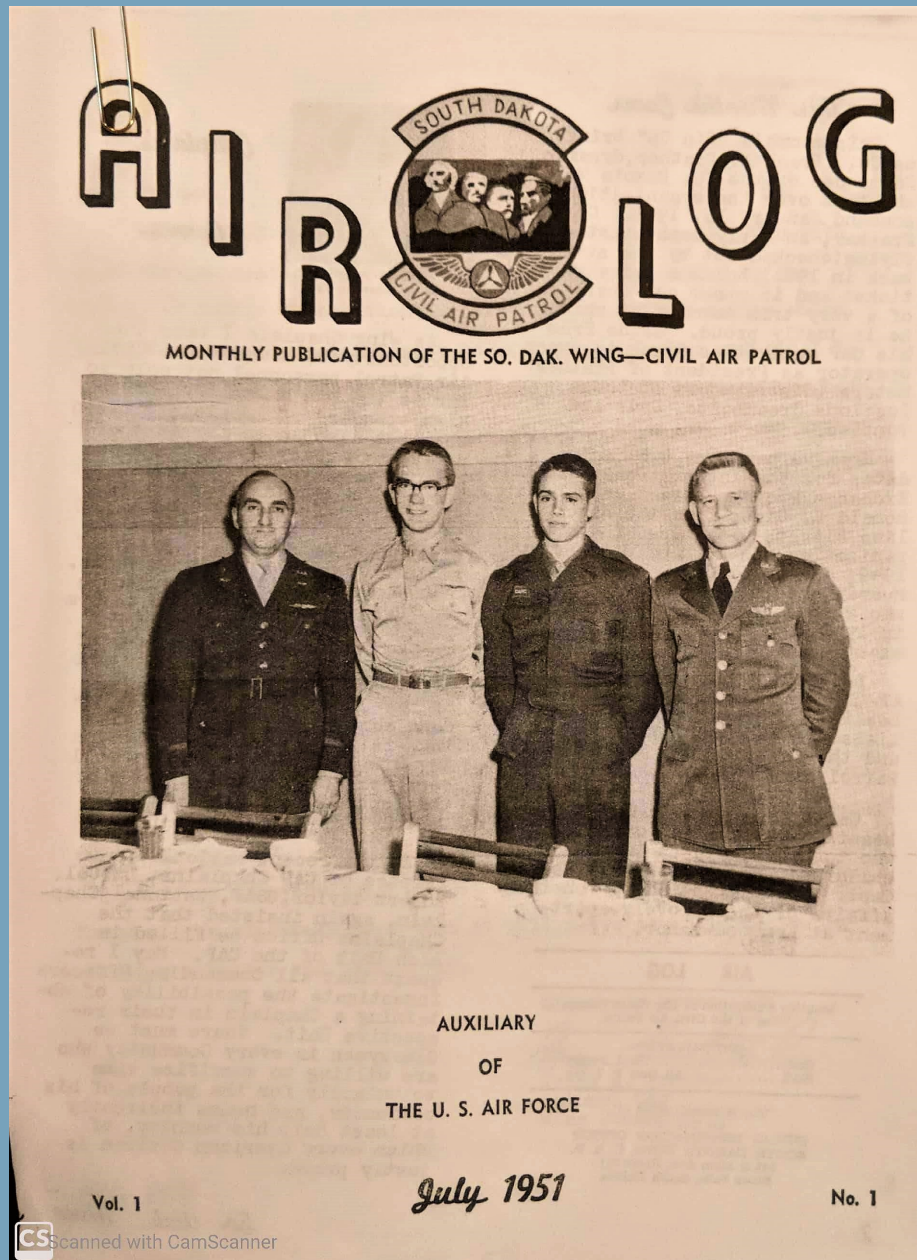






1951

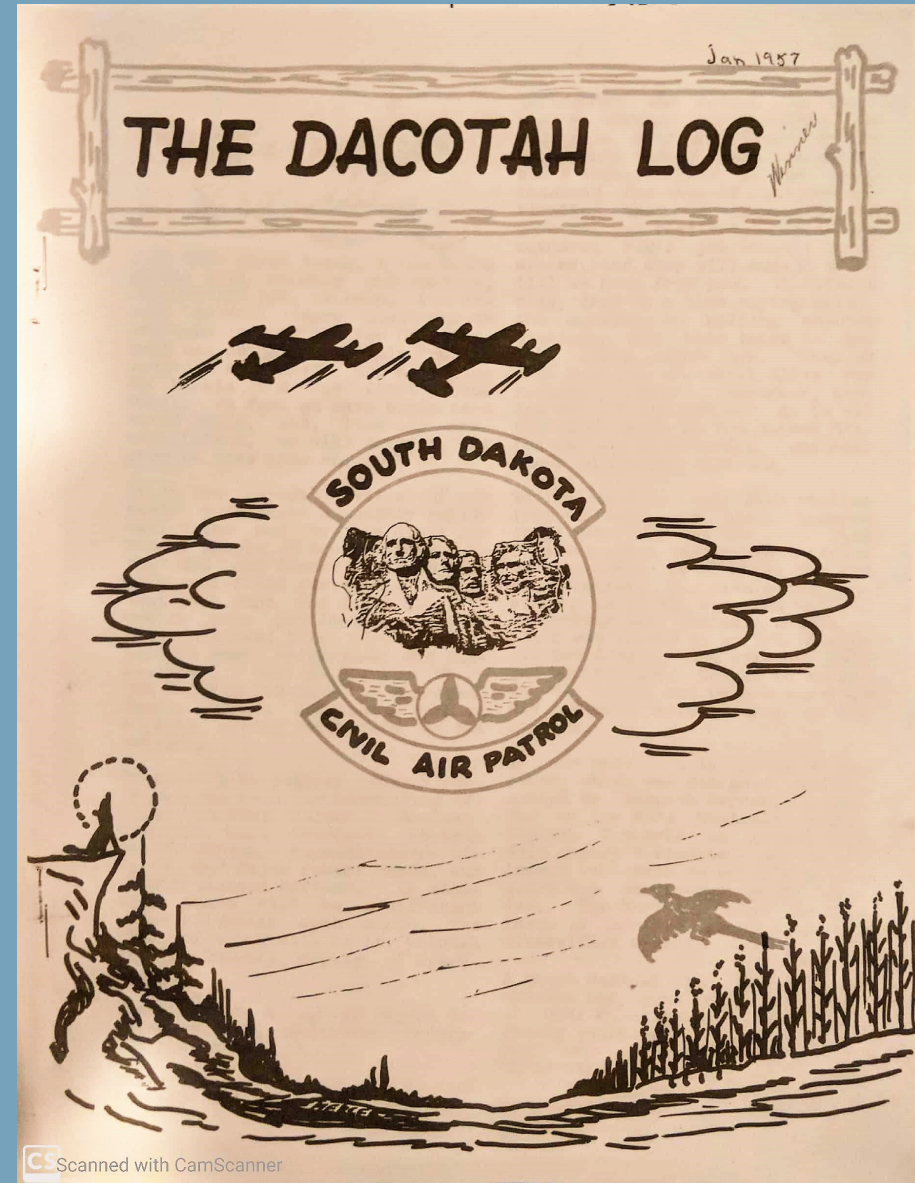
**Flight 411's (Mitchell's) Cadets, who participate**



Original SD Wing Newsletter  
was called the  
**AIR LOG**  
First issue July 1951



Newsletter name  
changed to  
**THE DACOTH LOG**  
January 1957



CIVIL AIR PATROL  
REGIONAL CONFERENCES

AGENDA

1954

- - - - -

SATURDAY:

1330 - Invocation by the Host Wing Chaplain

1335 - Welcome by the Host Wing Commander

Introductions:

- a. Local guests and Regional Director - by Host Wing Commander
- b. Wing Commanders and National Commander - by Regional Director
- c. Headquarters Staff - by National Commander

1410 - Announcements

1415 - \*Individual Conferences: Group and Squadron Commanders' Conference (group and squadron staff personnel are especially invited to attend this session); Public Information, Operations and Training, Communications, Cadets, Personnel, Support Services, and Legal.

1815 - Adjourn

SUNDAY:

Religious Services (Time and Place to be Announced)

0930 - Women's Conference

1115 - General Assembly

- a. Presentation of Awards.
- b. The National Commander, Major General Lucas V. Beau.

1230 - Benediction - Adjourn

\*Cadets and Communications may continue sessions on Sunday morning provided extra time is needed.



NORTH CENTRAL REGION  
CIVIL AIR PATROL

*Auxiliary of the U. S. Air Force*

*Regional*  
**CONFERENCE**

WINGS:

- KANSAS (HOST)
- IOWA
- MINNESOTA



- MISSOURI
- NEBRASKA
- N. DAKOTA
- S. DAKOTA

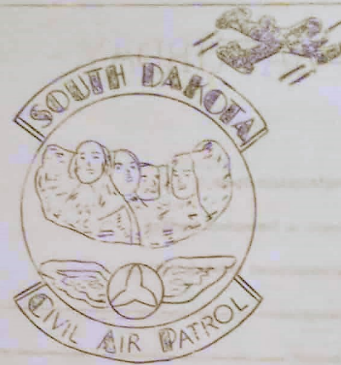
*Theme:*

"AIR POWER AND LEADERSHIP"

2 FULL DAYS  
OF A POWER-PACKED PROGRAM

27, 28, 29, SEPTEMBER, 1957

TOWN HOUSE HOTEL  
KANSAS CITY, KANSAS



## STATE CONFERENCE

SATURDAY-SUNDAY

JANUARY 25-26, 1958

SHERATON-CATARACT HOTEL  
SIOUX FALLS

### NORTH CENTRAL REGION

## REGIONAL CONFERENCE

FALL 1958



Dedicated to Service Through . . . . .

- AVIATION EDUCATION
- AIR SEARCH and RESCUE
- CAP CADET and SENIOR PROGRAMS

THEME "SPACE AGE - CAP"

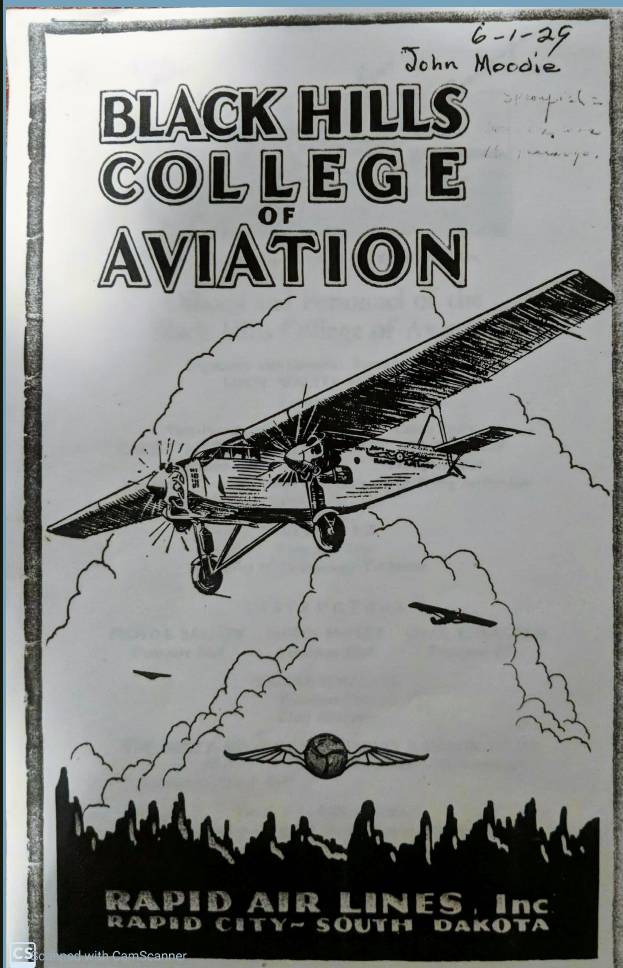
DES MOINES, IOWA

12, 13, 14 SEPTEMBER

FT. DES MOINES HOTEL

CIVIL AIR PATROL





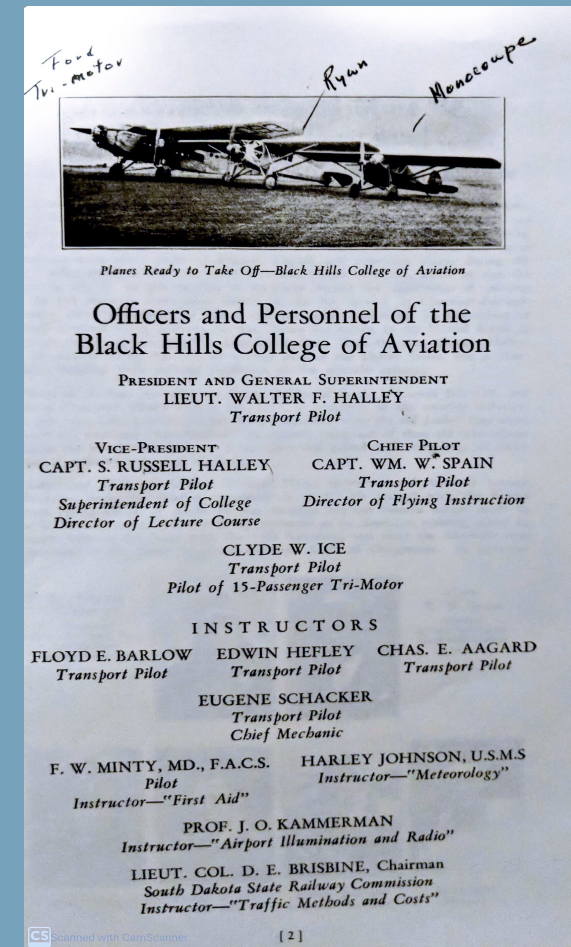
Two future SD Wing pilots  
in 1929  
At the Black Hills College  
of Aviation



**CLYDE W. ICE**  
Chief Pilot



**FLOYD BARLOW**  
Instructor in Flying



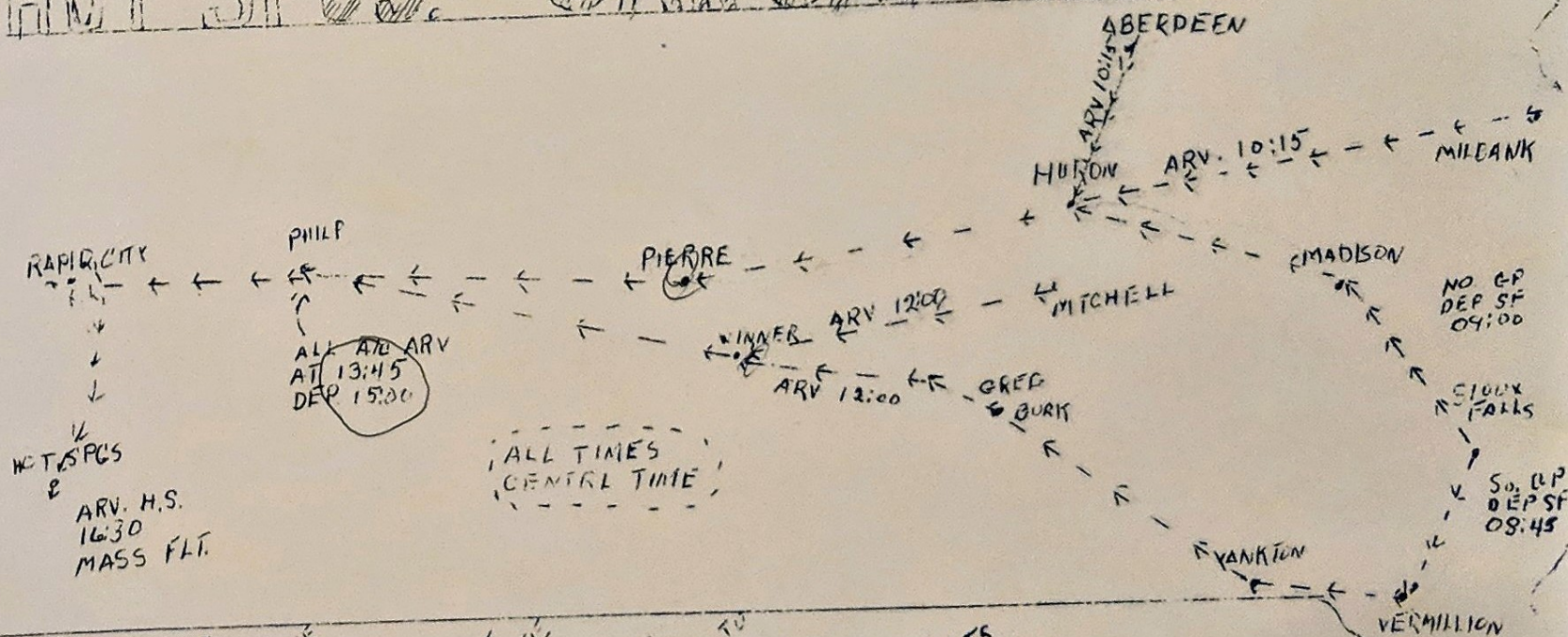




# FLY IN



## HOT SPOTS SARCAP AUG-30



THIS MAP IS YOUR  
INVITE.  
EACH FLT HAVE  
ITS OWN FLT  
LEADER  
TIME OF DEP.  
WILL BE MEET  
DON'T BE LATE  
INVITE YOUR  
FLYING PALS TO  
GO ALONG

DONT LETS  
SARCAP FOR  
YOU !!

1956  
SARCAP POSTER





Major General Beau, Commanding General of CAP, in SF for visit.  
1951



Wally Koopman, SD Wing Communications Officer 1952 at a SARCAP in Rapid City.





1951

Cadets from North Dakota, South Dakota, Wyoming, Montana and Alaska just prior to leaving for Washington, D. C., to attend the International Cadet Exchange.





The remains of SD Wing L-5 after a storm at the Chamberlin airport in 1951

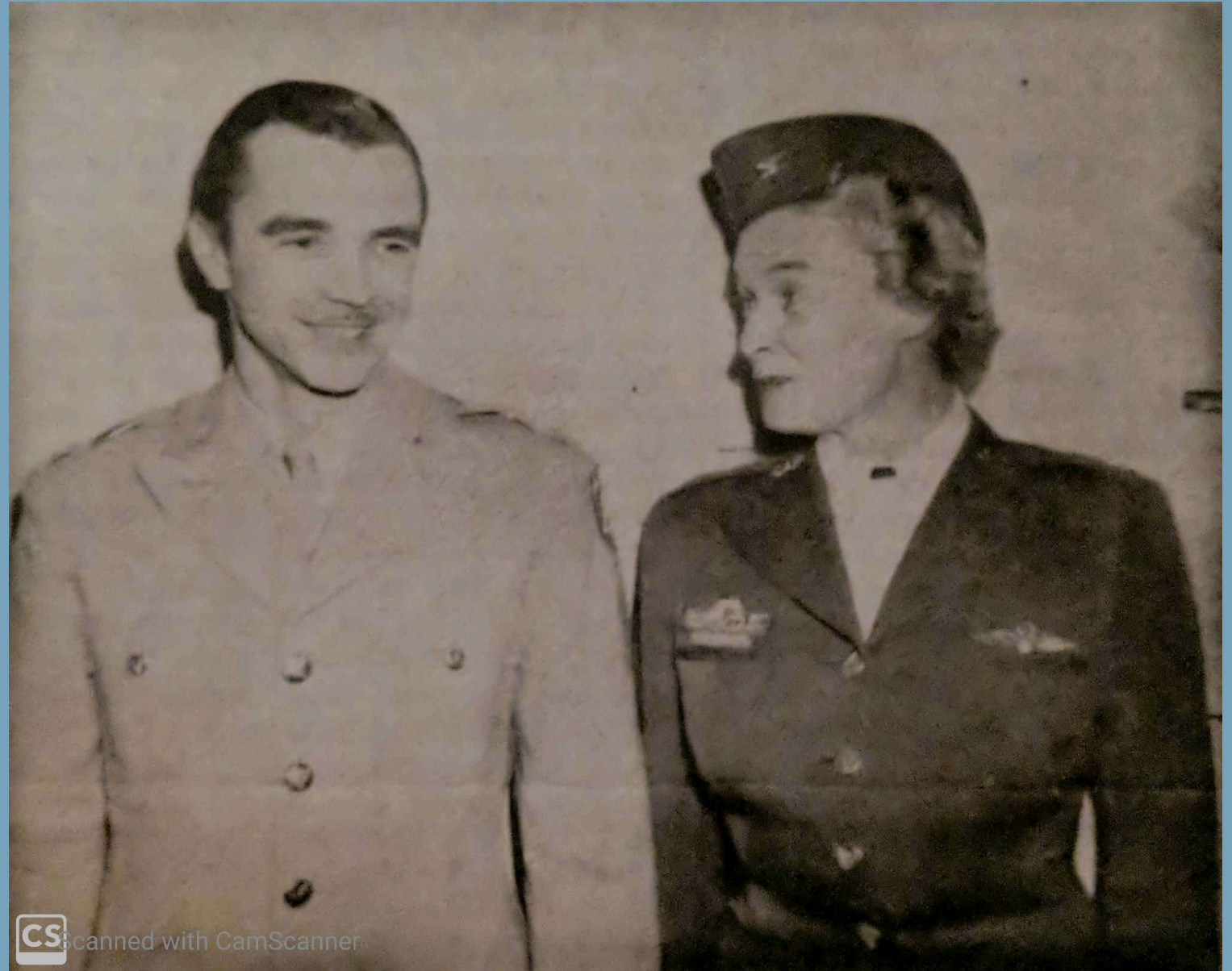


35 planes on the flight line at a Pierre SARCAP in  
1951





Woman's National  
Commander,  
Francis Nolde visiting Pierre  
Squadron in 1951





Senior members of SD Group IV heading home from a SARCAP in Pierre.  
1952

L-R Sam Wilson, J. G. Ross, Group IV Adjutant, Dee Nelson, Training  
Officer, Dave Nelson, Group IV Commander and Ken Jordan







Lt. Norman Anderson  
squadron #42 in Pierre  
flying the Big Sioux River



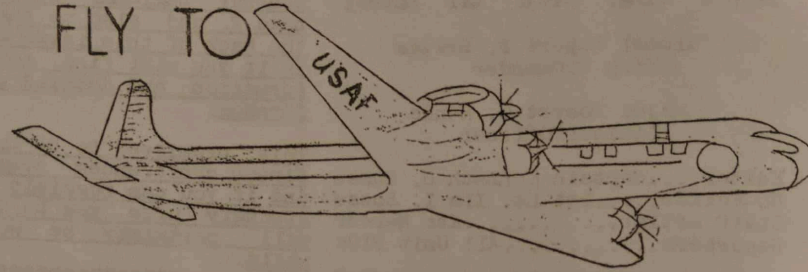


SD Wing Aircraft flying high 1952



Scanned with CamScanner

EVERYONE IS GOING TO  
FLY TO



KANSAS CITY

FOR

THE NORTH CENTRAL REGION CONFERENCE  
TOWN HOUSE HOTEL - KANSAS CITY

SATURDAY AND SUNDAY, SEPTEMBER 28 — 29

TRANSPORTATION - FREE  
(COURTESY U.S.A.F.)

THEME: AIR POWER AND LEADERSHIP  
2 FULL DAYS OF A POWER-PACKED PROGRAM

*Please How to Attend.*

1952 They flew in style  
back then



# CAP FACTS FROM 1940'S – 1950'S

- 1947 Flight instruction in a J-3 was \$6.00 per hour wet
- Courier pilots carried a 45 cal. Pistol & shot coyotes along routes for fun
- Courier pilots got clearance to take off with 150 foot ceilings
- 1944 Wing HQ was in Pierre and moved in 1945 to Sioux Falls
- Oct. 24, 1949 three groups were activated in SD. 1. Watertown 2. Gettysburg 3. Rapid City
- Membership fees in 1950 were \$4.00 per year
- 1950 membership in SD was 178 cadets and 1,000 seniors
- Largest SAREX in SD was November 23, 1953 with 53 aircraft
- July 1951 was the first SD Wing newsletter
- The 1951 encampment has 251 cadets and 35 seniors
- In January of 1957 SD Wing had 4 motorcycles
- 1957 encampment in SD cost \$15.00 per cadet
- The current wing patch design has been around since early 1950's

FACEBOOK PAGES

WEB PAGE



Group by Civil Air Patrol

## CAP National History Program >

PRIVATE GROUP · 1,124 MEMBERS



## Civil Air Patrol History >

PRIVATE GROUP · 3,935 MEMBERS

